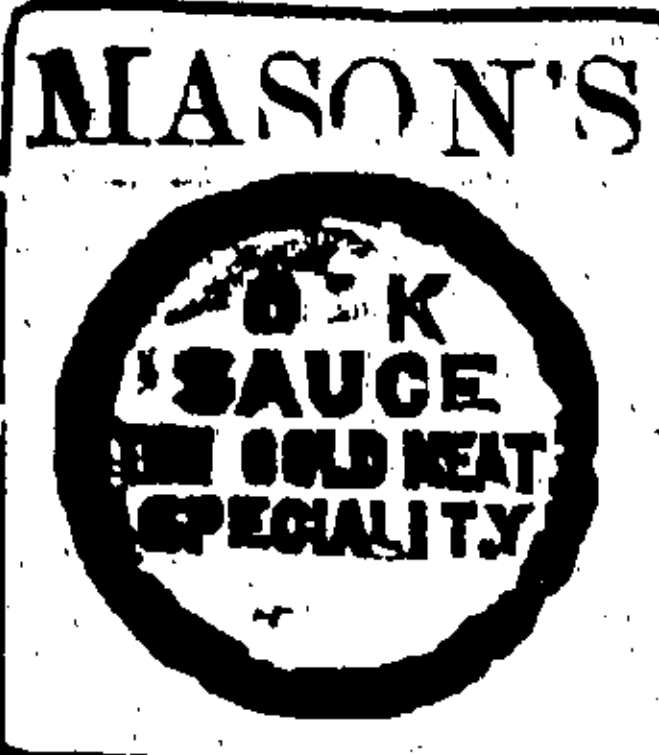




Hongkong Daily Press.

SUBSCRIBER ESTABLISHED 1857

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AGAINST
THE GLARE
YOU SHOULD WEAR
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No. 19,816. 號六十六百三千九萬一第 日拾初月三年申庚 HONGKONG, WEDNESDAY, APRIL 23RD, 1920. 叁拜禮 號四廿月四年九國民華中 PRICE, \$3 PER MONTH.

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TIME TABLE

WEEK DAYS	15 minutes
7.00 a.m. to 8.00 a.m.	Every 15 minutes
8.00 " " 9.30 " "	10 "
9.30 " " 11.00 " "	15 "
11.30 " " 12.30 p.m.	15 "
12.30 p.m. to 2.30 " "	10 "
2.30 " " 5.00 " "	15 "
5.00 " " 8.00 " "	10 "

NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. Every 30 minutes
11.45 p.m.

SATURDAYS.
Extra Car—12.00 Midnight.

SUNDAYS.

7.30 a.m.
8.00 " " 10.30 a.m. Every 15 minutes
10.30 " " 11.00 a.m. " 10 "
11.30 " " 12.00 noon " 15 "
12.00 noon to 1.00 p.m. " 10 "
1.00 p.m. to 5.30 " " 15 "
5.30 " " 6.00 " " 10 "
6.00 " " 6.30 " " 15 "
6.30 " " 8.00 " " 10 "

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thereof has been made in Bank Notes or
by Cheque or Compro Order represent-
ing Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME TABLE.
On and after THURSDAY, APRIL 22nd, 1920, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS																							
Stations		No. 1 Local	No. 2 Thru & Express	No. 3 Local	No. 4 Thru Express	No. 5 Local	No. 6 Thru Express	No. 7 Local	No. 8 Thru Express	No. 9 Local	No. 10 Thru Express	No. 11 Local	No. 12 Thru Express	No. 13 Local	No. 14 Thru Express	No. 15 Local	No. 16 Thru Express	No. 17 Local	No. 18 Thru Express	No. 19 Local	No. 20 Thru Express	No. 21 Local	No. 22 Thru Express
		p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.
CANTON (Tai Sha Tau)	dep.	7.30		8.30				3.30						4.30									
SIEN LUNG	arr.		8.40		11.7		4.15							4.15									
	dep.	8.20			11.57		4.50							4.50									
Shen Chau	arr.		10.20																				
	dep.	7.57		8.10	4.30	11.43								5.00		5.04		8.11		8.04			
Peunshui	arr.		7.50		8.27	11.51								5.09		5.10		8.17		8.10			
	dep.	7.57		8.30	4.42	11.55								5.16		5.14		8.21		8.15			
Wai Market	arr.		7.40																				
	dep.	7.50		8.37	5.00	12.09								5.27		5.25		8.33		8.26			
Siwo	arr.		7.54		8.20	5.14								5.30		5.31		8.38		8.31			
Chatin	arr.		7.37		8.14	12.05								5.37		5.35		8.45		8.37			
Tongshui	arr.		7.53		9.10	5.24	12.41							5.70		5.69		7.56		7.59			
KOWLOON	arr.		8.50	11.10		5.29	12.44		7.25					6.05		6.02		7.59		7.59		9.58	

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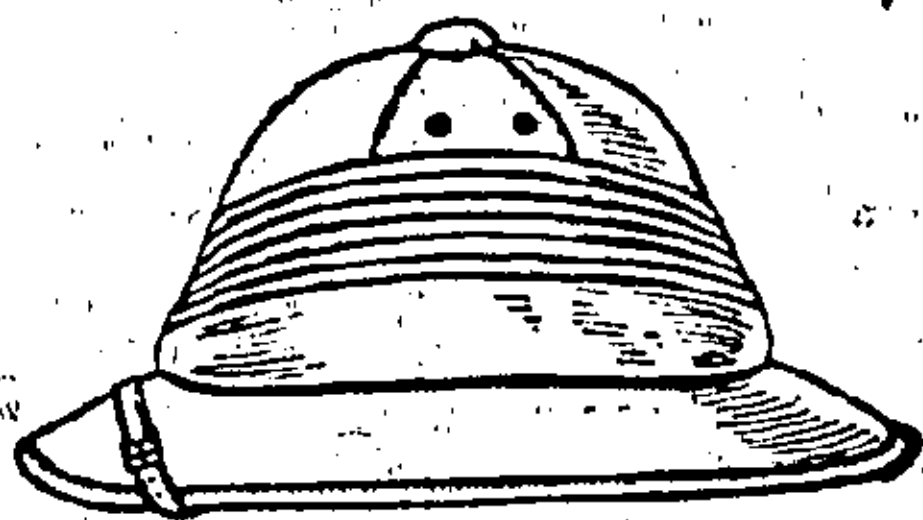
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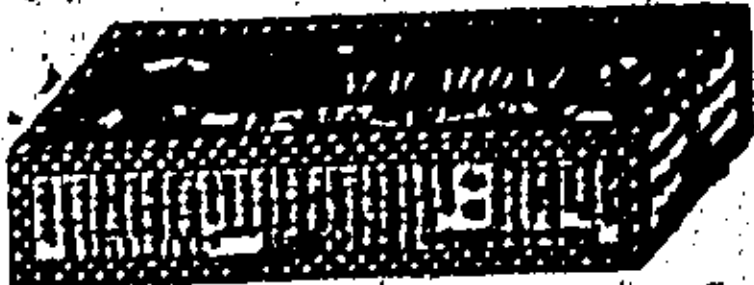
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BRITISH SHIPPING.

DEAD HAND OF CONTROL.

RECORD GROWTH OF AMERICAN MERCANTILE MARITIME.

At the annual meeting of the Chamber of Shipping of the United Kingdom at Skinners' Hall, Dowgate-street, London, recently, Mr. W. J. Noble, the president for the ensuing year, who was in the chair, dwelt, in his presidential address, as did subsequent speakers, on the deadening effect of Government control.

He said that after nearly eighteen months of partial peace there was still cause for misgiving and disquietude, but there was also good ground for hope and optimism. The old quarrels of Europe could not be regarded as closed. In terms of finance, the war had exhausted the victors and ruined the vanquished. When we looked at home we could, notwithstanding our difficulties, regard the future with some degree of confidence. As in the war no country did more than Britain, so in the first year of peace no country had recovered better. Among the many difficult problems which the country must solve in the near future was that of transport. It was the predominant factor in the question of production, and any improvement in the present system would affect the shipping industry as perhaps no other measure could. A careful, mature, well-thought-out policy might do a great deal, but any attempt to apply quick nostrums or ill-considered panaceas would inevitably result in the last state of transport being worse than the first. Probably the most far-reaching and revolutionary measure affecting the shipping industry even introduced into the British Parliament was the Ministry of Ways and Communications Bill, and the country might be congratulated upon the possession of one man who has the courage—no was almost tempted to say temerity—to attempt such a herculean task. Clauses had been added providing for the appointment of an Advisory Committee before any alteration was made in the existing rates, and before the exercise of any powers given by the Act, but he warned them not to expect too much from Advisory Committees; in his opinion they were largely a delusion and a snare. The support which had been given to other countries by the limitation of the freights and the direction of the voyages of British vessels was still being given. Britain's necessity had been and still was the foreigners' opportunity. Foreign shipowners were still obtaining double, and in many cases far more than double, the homeward freights that British owners were paid. Apart from this it was a simple fact that in many cases steamers were only doing from one-half to two-thirds of their pre-war work, owing to the complete congestion of the ports and transport system; and the utter incompetence displayed by the Control Commission. Prices could not be reduced so long as these conditions continued. State trade, far from being the cure, was largely the cause of our troubles. What was needed was industrial freedom, and that the Government should confine itself to the province of government leaving the management and development of commerce to those who had been specially trained in and understood the business.

ARMIES OF OFFICIALS.
It was a profound mistake to underestimate the growing strength of the American mercantile marine. It probably would not continue its recent rate of progress, but the shipbuilding potentialities of the United States justified them in the hope that they might ultimately occupy the supreme position. They had now the second largest mercantile marine in the world. In the United States last year over 4,000,000 tons were launched, and they had already accumulated a floating fleet of 9,773,000 gross tons, as compared with a little over 2,000,000 in 1914. The rise of the American mercantile fleet was one of the world facts of the war and was changing all the old trade relations. Britain was prepared to meet any fair competition with which she might be faced, but no one could regard the present policy of the United States Shipping Board or our own Dominions as fair competition. At present it would appear as though the policy of each was to build up a mercantile marine at any cost, relying upon the national purse to make good any deficiency, and that was a serious menace to all private enterprise. He hoped that America, as well as Australia and Canada, would speedily find Lord Inchcape to save them from so disastrous a course.

Control of trade and industry had been a huge failure. "Witness the present chaos in the coal trade, the middle of the whole transport system, the anomalies of shipping 'direction,' the complications of food control," said Mr. Noble. "We have now had nearly five years of Government control and management of businesses. Some of us have been behind the scenes and have been the victims of the soul-destroying and paralysing system that seems to be inseparable from Government control. What are its characteristics? Government control is always extravagant and wasteful. It destroys all initiative. It stereotypes mediocrity. It is self-satisfied. It scorns advice. The cost is infinitely more than the owner's margin of profit and the cost of management combined. What ought to go to increase of wages is spent on whole armies of officials, whose main duties are to work the card index system and to prepare statistics. It is a very illuminating fact that those trades and industries which have been wholly released from control are already on a fair way towards recovery, while those which still remain in the grip of State are going from bad to worse." Shipbuilding was one of the first industries to get rid of its State shackles, and what had happened in 12 months! The difficult change over from war to peace trade had been effected; standard ships had been disposed of, private contracts reinstated, and an output of 1,620,442 tons had been attained, while there were now 2,994,000 tons on the stocks, as compared with 1,860,000 tons at the end of 1918. A similar experience had attended ship repairing since its release in May last. Even their own industry,

under partial decontrol, had been able proportionately to resume its old 'steamship' services, to re-establish its trade connections, to place orders for new tonnage and equip itself for peace trade with surprising enterprise and energy. Was it not reasonable, therefore, to conclude that the sooner all war-time control was removed from British trade and industry the quicker would the country get into its normal stride and return to its old prosperity? No one was more alive to the present position than Sir Joseph Macley and those associated with him. Let the other departments follow his lead and realise that under normal conditions the man of affairs was a safer guide than an army of clerks.

AMERICAN COAL PRICES.

But perhaps the most imminent danger was the persistent demand for nationalisation, and in particular the nationalisation of the coal mines. This was only a part of a greater scheme which aimed at what was sometimes called democratisation of industry—the transferring to the State of the conduct of many of the more important sources of wealth. The question of our coal supply was so intimately bound up with shipping that it was impossible to discuss the one without considering the effect which it must have upon the other. American coal, Mr. Noble said, "is being put free on board steamers at under 30s. per ton, against our present figure of 100s. I do not hesitate to say that, with the present disparity in prices, America can capture the whole of our markets, and could even supply London on better terms than can Northumberland and Durham. How is this done? It is not done by nationalisation. It is not because the American miner is paid less than the British miner. One reason—among others—is that in this country only 8 per cent. of our coal is cut by machinery, whilst America cuts 50 per cent. of hers mechanically." In his view the nationalisation of any industry, with its attendant Government control, was the high road to bankruptcy. All objections to State trading, applied to the nationalisation of shipping, but there were additional difficulties owing to the international character of the industry and the clamorous injustice of what would inevitably follow such a scheme—taxing the community to provide them with what experience had proved to be a service which was unsatisfactory. No development of the past year, the chairman went on to say, had been more remarkable than the adoption of oil fuel for marine propulsion, and this might go far to ease the coal situation.

Coming next to the labour problem, Mr. Noble said the labour unrest which was so prevalent at present was not in itself an unhealthy sign. He thought he saw in it the first fruits of the education of the great masses of the people—a striving after a higher order of life—an endeavour to raise the intellectual level of the workers on to a higher plane—a seeking for a greater degree of comfort and a better standard of living. Properly directed it should lead to an industrial condition of greater stability than we had hitherto dared to look for, provided it was accompanied by a full recognition of the fact that these things could only be permanently secured by intensive production. This in turn could only be secured by a still higher standard of education for the people and by the free and unfettered use of all mechanical appliances and the application of the best scientific knowledge that was available. It would be a fatal mistake if we did not make the attempt to find out what was really behind all this industrial unrest. It touched shipping at every point, and it was doubtful if any other industry was so immediately and vitally influenced by it. In so far as it carried with it a demand for nationalisation it was mischievous, and in its development along these lines it would, he thought, inevitably tend eventually to make us all slaves of an autocratic bureaucracy. The State was a hard task-master and a bad paymaster.

The worker must be given some incentive other than a lofty altruism. There had been many interesting suggestions and attempts made in this direction, but the most hopeful experiment that he had seen was the Priestman scheme of co-operative production. It seemed to him to offer a solution of our immediate difficulties and so travel a long way in the direction that we must go. The basis of the principle was economically sound. It was one which operated justly for employer and employee alike, it violated no trade union principle, and it had been welcomed by employers where it had been in operation. The adoption of the system had successfully removed that wall of suspicion which had kept the two great forces of production so long apart, had established a feeling of mutual confidence between employers and employees, and had resulted in an increased output of 40 per cent. for a period of three years of successful working.

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JAPAN'S INEFFICIENT PUBLIC SERVICES.

RENEATH CRITICISM AND CONTEMPT. GOVERNMENT AND SPECULATION FEVER.

Mr. E. B. S. Edwards, presiding at the annual meeting of the Kobe Foreign Board of Trade, said, in the course of an address:

The most noticeable change during the year was the continuous advance in the cost of living until prices have now risen to famine level. Everybody has been affected, resulting in great discontent, particularly amongst the labouring classes. Strikes have been numerous, and always ending in wages being increased, and so now Japan cannot claim or show any advantage over other countries on account of cheap labour. In fact a few days ago there was an article in one of the papers written by a leading shipping man stating that a Japanese steamer of 10,000 tons costs more to run than a British boat of the same tonnage.

The congestion at the Customs still continues, and in fact is worse than ever, and there appears no prospect of any relief until the extensions are finished. Thefts from the Customs Compound have greatly increased and no measures seem to have been taken to prevent them. One instance was reported of a cartload of caustic soda being taken away in broad daylight, and so it would appear nothing is safe. It is very seldom stolen goods are recovered, and whereas at one time the Police usually got back your property now the opposite is the rule. This certainly points to a great deterioration in the Police force, probably due to the poor pay, which does not attract capable officers. Another Department which is also suffering from serious incapacity is the Post and Telegraph Offices. The mistakes, mutilations and delays in cables and great losses, and until the Government pays wages more on the level of present high prices of living, it will be impossible to get intelligent men and there can be no improvement.

It is to be hoped the Government will see their way to curb the speculative tendency which is rampant, more especially in foods and all necessities, so that we can look forward to a decrease in the cost of living, thereby enabling this country to be still in the forefront of low cost producing countries.

M. WOOLLEY in the course of some remarks, endorsed the Chairman's criticism of the public services and described them as beneath criticism and contempt.

Sir Alan Anderson, in the discussion, spoke on the Board of Trade regulations with regard to the installation of wireless on ships. He contended that the Department had "led beyond its powers, overlooking the fact that the object was to save life at sea and not to promote small talk between ships. What was wanted was something to call up all ships within danger—an automatic call signal. There were three in the market. Some people might think that taking an operator on board was a small tax, but he had worked out what it meant to one line—the Orient Company. If that company could be relieved of these extra men they would be able to have a hundred powered flunkies with gold sticks, standing outside the office all the time. (Laughter.) The notion seemed absurd, but it was not half so absurd as filling the ships with men they did not want. (Hear, hear.)

Sir William Macburn, M.P., said the Board of Trade was not out for a merely fanciful purpose. Their sole desire was the safety of life at sea. He thought the question was going to be whether there should be one or two operators.

Mr. George Renwick, M.P., said so far as he could see there was no sign of improvement in this country at any rate. We had come out of the war probably financially better off than any other country, and it was for us to take full advantage of the opportunity.

CONTROL AND NATIONALISATION.

Sir Owen Phillips, M.P., moved a resolution expressing the opinion that the continuance of Government control of imports, the coal industry, shipping, freights, and prices was prejudicial to the domestic and international trade of the country and injurious to the whole British public.

Sir William Seager, M.P., seconded, and said the sooner we got back to pre-war conditions the better it would be.

Mr. Robert Mann, M.P., supporting the resolution, said that in his opinion the antidote to nationalisation was decontrol. He mentioned that in the Bristol Channel there were 700 steamers wasting time.

Mr. George Renwick urged shipowners to point out to the people of the United Kingdom that they were not to blame for the rise in the prices of commodities. It was control that ran prices up.

This resolution was carried. Sir Kenneth Anderson moved a resolution deploring the participation in international commerce of State-owned merchant fleets as constituting a menace to the future peace of the world. "I regard every point of trade contract between Governments," he declared, "as a point of danger."

Mr. R. Mason seconded, and the resolution was carried.

Sir Frederick Lewis moved the following resolution:

That the nationalisation of any industry would inevitably result in decreased efficiency of the industry and in waste, to the prejudice of the industrial domestic consumer and to the detriment of the community.

Experience, he declared, was all against nationalisation, and he instanced the Post Office and telephone services. Under State bureaucratic control shipping rates would go up, and domestic and industrial consumers would suffer because of the increased price of all commodities.

Mr. J. Howard Glover seconded, and the resolution was carried.

JAPAN'S MOTIVES IN SIBERIA.

TO ENCIRCLE MANCHURIA AND KOREA WITH RING OF BAYONETS.

Commenting editorially on the Japanese military coup of April 14th and 15th, the *Dalnegorskaya Obozrenie*, says in a recent issue:—

"The simultaneous attack by the Japanese in the three cities of Vladivostok, Nikol'sk and Habarovsk is proof sufficient in itself of the untruth of the Japanese statement that the seizure of Vladivostok was by way of retaliation for the firing on Japanese patrols by the Russian soldiers at Vladivostok. Coupled with the fact that the Soviet authorities, at the very time, were sending a peace offer to the Japanese Government and the labour conference at Nikol'sk and the Soviet in many other places had declared the necessity of a conciliatory policy relative to Japan, it cannot but throw a shadow of improbability on the statement of the Japanese command at Vladivostok that Russian aggression was responsible for the severe methods employed toward the Zemstvo Government of that city."

OPPOSED TO SOVIET SUCCESS.
Despite the fact that the Japanese militarists said they would hail any sort of liberal government that would be able to establish order and arrange the internal affairs of Russia so that there would be no question of menace to the peace and prosperity of the rest of the world, it is quite evident now that they looked upon any success of the Soviet with distaste. The basis of this contention lies in the fact that the Soviet and Zemstvo, working in harmony, had set their house in order in the Far East and at the same time had done so without armed forces and with the good will of almost the entire population. By one blow the Japanese militarists endeavoured to destroy the work of months and nullify the purposes of the Russian Government.

Every day it becomes more apparent that the Japanese have one, and only one, objective. They want to create a spirit of unrest in the Littoral Provinces of far eastern Russia and finally, with this condition as their reason, occupy the place permanently. Whatever government is in power in the Far East, no matter what its political opinions may be, will be 'dogs meat' for the Japanese militarists, unless they bury their individuality and subject themselves to the beck and call of the Japanese master. The *Yokohama Specie Bank* has thus qualified the present Provisional Government and says:—The Japanese militarists wish to have Russian Mutton—they want the Russian Far East so that they will be able to encircle Manchuria and Korea with Japanese bayonets.

DARE NOT MAKE OPEN PROCLAMATION.
While they dare not openly proclaim the occupation of this territory, the military party is engaged in a policy of preparedness for this occupation. Although they have declared their intention of non-interference in Russian affairs, they are nevertheless looking for such Russians as they can safely put in power. Perhaps, in the moments of temporary disorganization of the provisional government, they expected to find some Russians who would lend their names to a cause having for its object an attack on the Russian people. But no Russian, who has any self respect, or any group of Russians, who have any patriotism, will consent to accept authority from the hands of those, who, while protesting friendship, are planning their next attack upon the people.

Rozanov and Verigo are the Russians who are working in accord with the military party of Japan. The thing has been so open that even the allies have found it necessary to protest against the methods adopted and the unwarranted attack upon the Russian people.

RETREATING FROM INITIAL STAND.
Closing the trade against the action of the Japanese military forces in Vladivostok and all Siberia, the editor says: "The present line of action on the part of the Japanese authorities is one of retreat from their initial stand. They inform the Russian people that in view of the very conciliatory attitude of the Zemstvo Government toward Japan, the affair of April 14th and 15th must be regarded as very unfortunate."

The Russian people will not, however, be duped by any such stupid utterances and pharisaical declarations of regret. Their answer to this will be increased support of the Provisional Government, which the Japanese endeavoured to render powerless by an attempt at robbing it of all military force. In this way they expected to have it under the heels of the Japanese militarists."

JAPANESE POLICY IN SIBERIA.

CABINET DISCUSSES SITUATION.

The Japanese Cabinet will make no change in the policy toward Siberia as announced on March 31st, when the Government stated that it would withdraw its troops as soon as the Czechs were evacuated and conditions in the territory adjacent to Korea and Manchuria no longer menaced the peace of those countries.

This is understood to be the decision reached by Premier Hara and his Ministers in a Cabinet meeting held on April 14th.

Reports were submitted at this meeting by General Tanaka, Minister of War, and Admiral Kato, Minister of Marine. The Cabinet, however, decided to postpone a decision on the recent events in Vladivostok until reports are received by the Foreign Office. It is considered likely that the Government will await reports from Mr. Matsudaira, diplomatic commissioner, who has just returned to Vladivostok from Tokyo.

The Cabinet decided that Japan will demand full reparation for the losses of the Japanese at Nikol'sk as soon as full reports have been received.

According to the *Manchester Guardian* there are 2,000,000 superfluous women in England.

CORRESPONDENCE.

EMPIRE DAY.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir.—Although I am aware that owing to climatic conditions in India it has been found in some districts advisable to observe "Empire Day" in the cool season, yet there may be some who prefer to observe the day on May 24th, and to those I would address myself to-day as the date is fast approaching.

I would remind such that if "Empire Day" be observed on May 24th, India will keep line in this matter with the rest of the Dominions of the King-Emperor, and that this will be the first Anniversary of the day since the conclusion of the great War in which India took such a noble and magnificent part. It will be at once a reminder of Victory and of Peace, and of the vast issues which were won in the interests of mankind over the German conspiracy against the liberties of the world.

May I, as Founder of the Empire Movement, and as Deputy Chairman of the Executive Committee, ask all loyal subjects of the King-Emperor, irrespective of race and colour, to organise celebrations in India and Burma on May 24th next—Yours faithfully,

MEATH.

Deputy Chairman.

Vauxhall Bridge Road, London, S.W.1.

March 19th, 1929.

NAVAL MAN'S OUTSTANDING NEED.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir.—With your kind assistance, I beg to acknowledge through the Press the receipt of five hundred dollars, sent to me by the Committee of St. George's Fund on April 1st for the benefit of the Ships' Companies of the China Squadron.

In their name I gratefully accept this very welcome gift. May I take this opportunity of reminding those who have so generously shown their interest in the men of the Service that the real outstanding need at the present time is a proper Canton or Club, situated in a central position, where Petty Officers and Men ashore on leave would be glad to go?

The present Canton is hardly worthy of so important a Colony—I beg to remain, sir, Yours faithfully,

H. S. CROLE-REES
(Chaplain, Royal Navy).

QUITTING SERVICE WITHOUT NOTICE.

POLICE INSPECTOR "STRANDED."

At the Magistracy, yesterday, Inspector Aris summoned his servant for quitting service without notice.

The boy stated that he commenced to work for Inspector Aris on April 15th and resigned three days later. He gave one day's notice.

Inspector Aris stated that he had to go without food on the day the boy left. He worked for two days and then vanished.

The boy said that his master complained of his work, saying it was unsatisfactory. He also knocked him about.

Inspector Aris denied knocking the boy about. He said that the boy had not prepared the food properly on two occasions and he scolded him. The next day the boy was missing. This sort of thing was common and was a trick of all servants.

Mr. Smith remarked that the boy was the one most inconvenienced, as he had worked for two days without pay.

Inspector Aris replied that it was nothing to the inconvenience he had suffered. He was literally stranded. If the boy wished to leave, he might have given him notice to enable him to get another servant. He brought this summons as an example to other servants, and in the interest of householders generally.

Mr. Smith told defendant that in this Colony it was an offence to leave without notice. He discharged him with a caution.

SOLD ROGUS SECRETS.

The Japanese police have taken into custody a man named Yuzo Ohno, of Nishi Tokyo, Yokohama, who is described on the police books as a broker. It seems that Ohno's speciality was selling lake military and naval secrets to foreigners. The broker vouched for the authenticity of his wares and plied his trade in Yokohama and other places throughout Japan. Ohno is said to be a graduate of Cambridge University. At the present time he is undergoing examination at the Yokohama police station.

WOMEN IN HONGKONG.

April 28th.

Quite an unexciting week: trams running normally and life one merry buzz of engagements. Rumour, however, has it that the Peak tram is on the last rope that binds it to the town so to speak, and that if a consignment of new ropes does not arrive soon, we shall be indefinitely forced to walk or "chair" to town and up again. No bluejackets will be able to save the situation and keep us happy and contented, if the old bus stops for want of a rope to pull it. It really will be a blessing when the new road to the Peak is finished, and we are able to get up in a motor-car and laugh public conveyances to scorn. One trembles to think of an indefinite period of isolation on the Peak which with all its beauty, visible and invisible, according to the whims of humidity, can be a dreary dull old hole, when the means of escape are limited. I see a vision of Peak residents settling up a colony of sampans, what time the mercantile service wanders round the world, with a precious cargo of ropes for cable cars.

I hear that there is a regular rush for seats for the Dennison Players. They do say that the most popular and sought after plays are those with a reputation for naughtiness. It appears to be a more or less psychological fact that the most conventionally moral people always have a sneaking weakness for the improper in plays and books. I once heard a Society Mama announce that she only allowed her daughters to go to a certain play in the afternoon. One couldn't carry innocence too far, but one needn't let Daddy and one's men friends know that the girls could understand that sort of thing. The lady was not in Hongkong!

One of the brightest social events of last week was a small party given by a few choice spirits living at the Peak Hotel. The joint hosts entertained quite a large number of people. There were dinner parties and later dancing in the dining room and choice refreshments and lovely music. The now celebrated amateur Jazz Band was in its full strength of one performer and many varied instruments, ranging from a tambourine to a penny whistle, through a life of frying pans and any known conductor of sound and including a poor doll who jazzed violently whenever he was hit. The solitary pianist was forcibly prevented from catching the last tram and was carried to town in the small hours, after having played as many dances as there were indicating numbers. He, like the gay man in the Byng Boys, started all over again with No. 1. Every one voted the evening a complete success, and as the guests departed, with reluctant good-byes, they all asked "When will you give another dance?"

Another bright show was a launch luncheon. Most of the male guests were military, for most of our local men have to limit their mid-day jaunts to high days and holidays. There is, no doubt, that if you let yourself go in this place, you can put up a very fine form of entertainment and do your guests proud, and the host on the aforesaid occasion, seems to have spread himself. Conditions were ideal; luncheon on a launch while steaming through quiet waters, towards Repulse Bay, perfectly trained servants, cocktails, sparkling drinks and a gorgeous view, and then after lunch, a little rest, a little dip in the Bay and then a quiet stroll up the hill to music, dancing, tea and more drinks. Pussyfoot's pads have not stepped upon our island yet.

Last week a new inducement was offered to pleasure-seekers in the exhibition of cabaret dancing at the tea-dances at Repulse Bay Hotel. The dancing does not seem to have impressed the public as a beautiful or desirable performance. It appears to have just that touch of caricature and exaggeration with which the clever cartoonist shows us our little weaknesses. Professional cabaret dancers give a good illustration of the possibilities and impossibilities of the modern dance.

Once again we had a clashing of interesting entertainments. It is such a pity that in a small place like this, people do not try to arrange not to have counter attractions on the same day. On Monday we had the concert at the Helena May Institute and at the same time the monthly meeting and exhibition of the Hongkong Art Club. Lady Stubbis attended both functions, going first to the Art Club Exhibition at the residence of Colonel and Mrs. Loring. There was a goodly collection of pictures, and about thirty visitors, and the pictures were of a general excellence, though promises well for the Club, which seems to have taken a new lease of life, and is arousing enthusiastic support. I am continually meeting new-comers who are interested to hear of the existence of such a society and are anxious to join. They should write for particulars to the Hon. Secretary and Treasurer, Mrs. O. B. Brown.

The prize for the set subject, a figure study, was awarded by general vote to Mrs. Humphreys, who sent in a very delightful representation of a Pierette, in decorative style. Mrs. Britten's water-colour sketch of an English road was much admired and gained the prize for the open subject. Colonel Loring showed a fine study of a wave and a nymph, and Mrs. McPherson a moonlight scene from Dumbell Island and Mr. Cole sent in four beautiful water-colour sketches of local subjects. It is a good principle, if possible, to send in fresh work and the scenery around Hongkong is so beautiful that it must be a continual inspiration. The next meeting will be at the Peak Hotel when Mrs. Bowen and Mrs. Humphreys will entertain the members and arrange the exhibits.

The tea and concert at the Helena May Institute were a credit to the organizers, and Mrs. Grimble is particularly to be congratulated upon the excellent programme she was able to arrange. Some one must have been doing some useful work in booming the show, for it was literally a packed house. My greatest delight was in the singing of Mr. Howard Froborn, who possesses a voice of exceptional beauty, training and sympathy; his rendering of La Donna e Mobile was a rare treat and entirely beyond my expectation, in spite of his reputation. One gets into the habit of expecting all swans to turn out geese, and when a swan is a swan, you simply revel in the surprise. Mr. Denman Fuller is too well-known for me to be able to tell anyone anything about his artistic value. Those two men alone on the programme made an assured success of the entertainment. Mrs. J. S. Jennings has a bird-like and delightful voice, looks charming on the stage and knows how to get every ounce of beauty out of her song; every one in the audience loved her singing and her personality. The same may be said of Mrs. F. C. Hall, who gave a very clever and spirited recitation with a pretty French accent. The Countess De Broc, who is, I believe, a new comer, is evidently a very fine violinist. Her suffering on Monday under the disadvantage of refractory strings and an unknown audience, under those conditions. However, all who understood the art appreciated his fine technique and are anxious to hear him again. Mr. R. A. Green has a beautiful baritone voice, and is always welcomed when he makes his rare appearances in public. Colonel R. F. Croose concluded the programme with his delightfully humorous selection of songs. He assumes a perfectly serious manner, rather sentimental attitude as he enunciates the most absurd jokes to his own accompaniment and he is a great boon to all local entertainers.

The next Society sensation in the entertainment line is a Variety Entertainment and a play in the R.A. Theatre on the 7th and 8th of May. H.E., the Governor and Lady Stubbis, and all the distinguished naval and military lights have promised their patronage and their presence. Commander Kilgour is arranging the variety show, and Major Law is producing a very clever little play of which further details next week. Others taking part are Captain and Mrs. Bristow and Mr. Halford, and the proceeds are to be devoted to the restoration of St. Patrick's Club which has suffered badly from neglect during the war and which is a special boon to soldiers and sailors in the colony (seats \$2 and \$1, and half price for men in uniform); so every one ought to be able to go for at least one night and, from what I hear, it is going to be such a popular show that any one who wants to get in had better hurry up and secure tickets.

THE SCRIBBLER.

WHAT IS OBSTRUCTION?

INTERESTING POINT TO BE ARGUED.

What is an obstruction in a residence, according to the Ordinance? Does it mean shutting out light and air, or is it a general term for all manner of obstacles in a building? This is the point which is to be argued on Friday at the Magistracy, and arises out of a summons heard last Friday in which the Sun Co. was charged with obstructing their verandahs.

When the summons was first heard, Mr. E. Davidson, for the defence, argued that the Ordinance was framed to cover only obstruction of light and air in a premises, and did not deal with the general meaning of the term.

Mr. A. E. Wright, the Building Authority, stated that it meant any sort of obstruction, for instance free access to the fire-escape. As it was, the fire-escapes were badly blocked and if a fire had taken place it might have proved a veritable death trap. That was one of the instances dealt with in the regulation.

Mr. Davidson said that if that were so they should have been summoned under a separate Ordinance. Opposite the Sun Co.'s premises there was a restaurant, the verandahs of which were littered with tables and chairs. That, too, would then be an obstruction; so would the flower-pots. There was no law to prevent his client from erecting partition walls between the verandahs, even if there were fire-escapes.

Mr. Smith remarked that he agreed with Mr. Davidson and adjourned the summons to enable the Crown Solicitor to argue the point.

YAU MATI ENGLISH SCHOOL.

ATHLETIC SPORTS MEETING.

The annual athletic sports meeting of the Yau mati English School was held yesterday afternoon at Kowloon. The boys evinced a keen interest in the different events and everything passed off satisfactorily. At the conclusion, the prizes were distributed by Mr. R. E. O. Bird.

Mr. A. O. Brawn, the headmaster, said Mr. Bird always took a keen and active interest in sports, and for nearly twenty years he had been associated with him in tennis, cricket, and other sports. Mr. Bird always came out first. He thanked Mr. Bird for having come to give away the prizes; also the students and friends of the school who presented the prizes and assisted the school in many other ways and the teachers, especially Messrs. Ho and Lam, who had worked so hard to make the meeting a success. He extended his welcome to the old pupils of Yau mati School and the visiting teams.

Mr. Bird thanked Mr. Brawn for his remarks about him and said it was a honour to him to be present, especially as Yau mati School had done so well in sports. Yau mati School had won the relay race in the Hongkong Schools sports. He hoped the School would continue to flourish.

The presentation of prizes then took place amidst loud applause.

The following were the results:—

100 Yards: 1, Kwok Shu; 2, Li Fong Wai; 3, Lo Shi Shau.
200 Yards: 1, Ng Tze Hing; 2, So Wai Fook; 3, Chan Chi Cheung.
300 Yards: 1, Chan Kwong; 2, Ip Hon Fook; 3, Cheung Kwai Hin.
400 Yards: 1, Li Wong; 2, Fung Wai Ming; 3, Kwok Kam Chuen.
500 Yards: 1, Ip Kam Moon; 2, Chan Wing Lai; 3, Cho Kwai Sing.
600 Yards: 1, Lo Shi Shau; 2, Kwok Shu; 3, Ng Tze Hing.
800 Yards: 1, So Wai Fook; 2, Ng Tze Hing; 3, Chan Kwong.
1000 Yards: 1, Li Wong; 2, Tsang Man Fong; 3, Chan Ho Lu.
1500 Yards: 1, Ip Kam Moon; 2, Chan Ho Lu; 3, Chan Kwong.
2000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.
3000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.
4000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.
5000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.
6000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.
7000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.
8000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.
9000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.
10000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

100 Yards: 1, Kwok Shu; 2, Li Fong Wai; 3, Lo Shi Shau.

200 Yards: 1, Ng Tze Hing; 2, So Wai Fook; 3, Chan Chi Cheung.

300 Yards: 1, Chan Kwong; 2, Ip Hon Fook; 3, Cheung Kwai Hin.

400 Yards: 1, Li Wong; 2, Fung Wai Ming; 3, Kwok Kam Chuen.

500 Yards: 1, Ip Kam Moon; 2, Chan Wing Lai; 3, Cho Kwai Sing.

600 Yards: 1, Lo Shi Shau; 2, Kwok Shu; 3, Ng Tze Hing.

800 Yards: 1, So Wai Fook; 2, Ng Tze Hing; 3, Chan Kwong.

1000 Yards: 1, Li Wong; 2, Tsang Man Fong; 3, Chan Ho Lu.

1500 Yards: 1, Ip Kam Moon; 2, Chan Ho Lu; 3, Chan Kwong.

2000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

3000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

4000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

5000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

6000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

7000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

8000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

9000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

10000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

11000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

12000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

13000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

14000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

15000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

16000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

17000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

18000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

19000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

20000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

21000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

22000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

23000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

24000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

25000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

26000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

27000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

28000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

29000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

30000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

31000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

32000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

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37000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

38000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

39000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

40000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

41000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

42000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

43000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

44000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

45000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

46000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

47000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

48000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

49000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

50000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

51000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

52000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

53000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

54000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

55000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

56000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

57000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

58000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

59000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

60000 Yards: 1, Ng Chi Ling; 2, Chan Kwong; 3, Chan Kwong.

LANE, CRAWFORD & CO.

JUST RECEIVED

A LARGE CONSIGNMENT

OF

WARDROBE TRUNKS

IN

SEVERAL DIFFERENT MAKES.

ALSO

LADIES' MOROCCO LEATHER FITTED

CASES WITH STERLING SILVER OR REAL

EBONY FITTINGS.

LINED WITH SILK MOIRE IN COLOURS

OF BROWN, MAUVE AND GREEN.

Just received from U.S.A., a new shipment of Typewriters—different models.

Inspection cordially invited by—

UNIVERSAL IMPORT & EXPORT CO.

HOTEL MANSIONS,

TOP FLOOR,

HONGKONG.

NEW COLUMBIA RECORDS

A5667	II TROVATORE	ANIL CHORUS	COLUMBIA OPERA CHORUS
A5631	MARITANA	CHORUS	PRINCES BAND
A5631	PUPPCHEN	ONE STEP	TANGO
A5794	Y COME LA VA	SHORE AT LE LEL WAI	FOX TROT
A5794	LADDER OF ROSES	HERE COMES AMERICA	ONE STEP
A2595	MICKEY	FOX TROT	EARL FULLER'S ORCHESTRA

The Anderson Music Co., Ltd.,
16, Des Voeux Road, Tel. 1322.

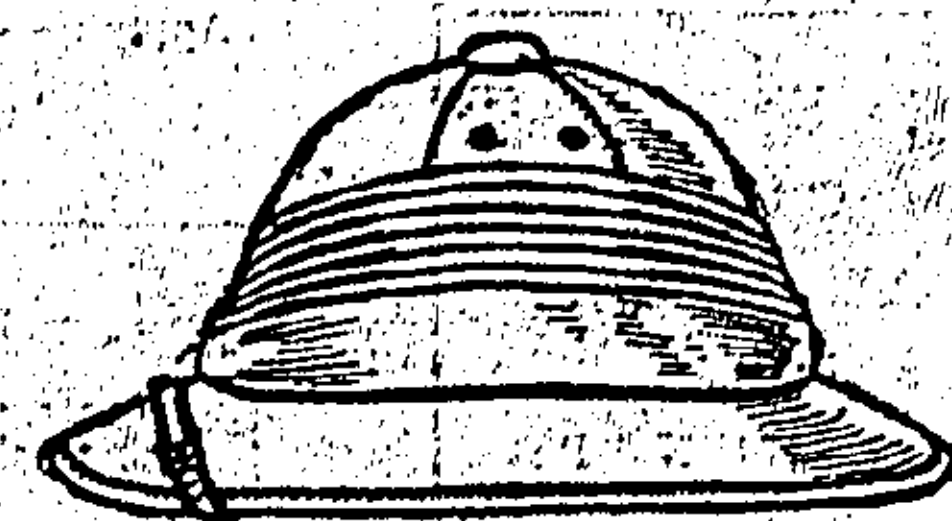
Powell Ltd.

TELEPHONE 346

SPECIALISTS IN GENTLEMEN'S HIGH-CLASS

SUN HELMETS.

CORK.



FELT.

SMART AND USEFUL SHAPES, STOCKED ONLY!

SUPERIOR QUALITIES.

NEW ADVERTISEMENTS

WANTED.

CASHIER Talk English (Chinese preferred). Security required. Apply sharp—
Box 822,
Care of "Daily Press" Office, 822.

WANTED.

LADY travelling on S.S. "Nora" about Middle May to help with two children from Singapore to London, part passage.
Apply Help—
Care of "Daily Press" Office, 822.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"NOVABA"
Arrived Hongkong on April 27th, 1920.
FROM LONDON, PORT SAID, COLOMBO & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godown for examination by the Consignee, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS.

All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, April 27th, 1920. [824]

NOTICE TO CONSIGNEES.

The Steamer "AFRICA"
FROM TRIESTE, COLOMBO, PENANG & SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th May, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 15th May, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd May, at 10 A.M., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD.
Agents.
Hongkong, April 27th, 1920. [825]

REPULSE BAY HOTEL.

WEDNESDAY, APRIL 28th.

TEA DANCING FROM 4 P.M. TO 7 P.M.

DINNER DANCE FROM 8 P.M.

SATURDAY, MAY 1st.

TEA DANCING FROM 4 P.M. TO 7 P.M.

DINNER DANCE FROM 8 P.M.

SUNDAY, MAY 2nd.

Orchestral Concerts during Tiffin and Afternoon.

210

PALACE HOTEL, KOWLOON

Corner of Hap Hong and Harkow Roads, Tel. 81.

Two Minutes from Ferry and Railway station. This Hotel has just been completely renovated and refurnished is now up-to-date in every respect and under English Management.

Cuisine under personal supervision of the Proprietor.

BAR AND BILLARD ROOMS, TERMS MODERATE.

Special Arrangement for Families on Application to—

J. H. OXBERRY, Proprietor.

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報會總商華港香

HONGKONG CHINESE

COMMERCIAL NEWS.

Incorporated with the

CHUNG NGOI SUN PO

(Chinese Daily Press)

Published Daily under the auspices of the CHINESE CHAMBER OF COMMERCE.

Terms for Advertising (Translation fee) can be obtained at the Office, 10, Des Voeux Road Central, Hongkong, 131, Fleet Street, London, or from the different Agents.

Documents translated from original Classical Colloquial Chinese.

INTIMATIONS

NOTICE.

WE have This Day REMOVED our OFFICE to No. 29, QUEEN'S ROAD CENTRAL, (Old Supreme Court).
C. E. W. RICHARD & CO.
Hongkong, April 26th, 1920. [815]

HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that CERTIFICATES in connection with New Issue of Shares are now ready and may be had at the Company's Office, St. George's Buildings, on application upon surrender of Banker's Receipt.

GIBB, LIVINGSTON & CO.
Agents.
Hongkong, April 26th, 1920. [816]

THE HONGKONG ELECTRIC CO., LTD.

REDUCTION IN PRICE.

FROM MAY 1st, 1920, the Price of Current for LIGHTING and FANS will be reduced to 18 cents per Unit.
Discount will remain as before.

GIBB, LIVINGSTON & CO.
Agents.
Hongkong, April 26th, 1920. [817]

G. R.

LEAD, CASES, CASES, Etc.

TENDERS are invited for the purchase of a quantity of Lead, Cases, Cases and Wood Batten.

The material may be seen on application at the Naval Yard, Hongkong, between the hours of 9 A.M. to 12 Noon and 1.45 to 4.45 P.M., on APRIL 29th and 30th.

Tenders should be lodged in the Commodore's Office by Noon on 5th May, 1920. Forms of Tender may be obtained on application to the undersigned.

H. G. LOWE,
Naval Store Officer,
Hongkong Yard.
Hongkong, April 16th, 1920. [819]

WANTED.

GENTLEMAN requires LESSONS in Spanish.
Reply to—
Box No. 818,
Care of "Daily Press" Office, 818.

WANTED.

FIRST-CLASS European STENO-GRAPHER and TYPIST. Knowledge of Insurance work an advantage. State salary required.
Apply to—
Box 780,
Care of "Daily Press" Office, 780.

TO LET.

NO. 46, ELGIN STREET. From June 1st 1920.
Apply to—
DR. ASGER,
Dental Surgeon,
Post Office Building, 811.

TO LET.

A SHOP in Nathan Road, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings, 89.

FOR SALE.

A REFRIGERATING PLANT complete and ready for use. In first-class condition.

Manufactured by Messrs. J. & E. HALL, Ltd., Dartford, Kent. No. 6, V.M.T. C. O. 2, Machine.

Also a quantity of Spare parts.

Apply by letter—
D.S.C.,
Care of "Daily Press" Office, [798]

STEAM LAUNCH FOR SALE.

OUTLINE SPECIFICATION.

Length over all ... 55 feet

Breadth extreme ... 11' 1 inch

Depth of Hold ... 8' 6"

Gross Tonnage ... 23.01

Net Tonnage ... 10.37

Cylinders ... 8" & 13"

Stroke ... 8"

Boiler of Steel Round Horizontal

Multitubular

Diameter of Boiler ... 4' 6"

Length of Boiler ... 8' 4"

Working Pressure ... 120 lbs.

For further Particulars, Apply—
GORDON & COY.,
St. George's Buildings, 750.

A. G. DA ROCHA.

IS THE AUCTIONEER

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1919.

With Index, Price \$7.50.

On sale at the Hongkong Daily Press Office.

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LEITH & STRAITS.

The Steamship "BENLEUCH".

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 7th May, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 28th inst., at 10 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.
Hongkong, April 21st, 1920. [792]

"GLEN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, COLOMBO and STRAITS.

THE Motorvessel

"GLENADE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 1st May, 1920, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas on 1st May, 1920, at 10 A.M.

Claims against the steamer must be presented within 30 days of arrival otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., Agents.
Hongkong, 24th April, 1920. [812]

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Passenger accommodation in the connecting vessel, if available, secured before departure from Hongkong.

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Parcels will be received at the Office until 12 Noon the day before sailing. The contents and value of all packages are required.

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THE HONGKONG DISPENSARY.

DEATH.

MOIR.—At Grantown-on-Spey, N.B., on March 11th, ALEXANDER MOIR, late of Hongkong.

HONGKONG OFFICE: 104, DES VOEUX RD., C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 28th, 1920

GERMANY'S MILITARY POSITION.

The statement which Mr. Lloyd George made to journalists at San Remo, serves, in the first place, to corroborate the declaration of the French Prime Minister that there is no real divergence between France and Great Britain with regard to the enforcement of the Treaty with Germany. The Treaty, Mr. Lloyd George says, must be enforced, and the Allies must stand together because "the time might come when Germany would again be formidable," but the idea that Germany seriously menaced the security of the Allies at present he described as "fantastic." Reports from British officers in all parts of Germany, he declared, indicate that Germany is paralysed. This, however, is a view which the French do not share. General Nissen, who was commissioned by the French Government, some time ago, to report upon Germany's military situation, reported as follows:—

"There is a vast conspiracy afoot in Germany to deceive the Allies and escape the fulfilment of the peace terms, especially in regard to the military clauses. Every class of the German population participates in this plot. For instance, Germany, as soon as the Treaty was signed, was to dissolve her army and reduce it to 200,000 and then to 100,000 men."

"Now, what is the actual number of Germany's military forces? Germany is considering her promise as another scrap of paper, and is doing her utmost to keep up a strong army. With this purpose in view she began, by organizing the Reichswehr, which is the army allowed by the Peace Treaty, but which now numbers at least 300,000 to 400,000 men. Then she has organized the Corps of Sicherheit Polizei, which is 100,000 strong and composed only of former officers and non-commissioned officers, and so on. We may thus understand that Germany would be able to raise an army of 5,000,000 to 6,000,000 men in a very short space of time."

We must yet add the volunteers of the Zeitsfreiwilliger and organizations of demobilized officers, grouped as technical teachers for the working classes, but which may be transformed, if needed, into military formations. In addition to all this, many physical culture associations, for which Germany is famous, are silently training boys to be soldiers.

The Germans are also camouflaging ammunition factories. They tried to hide from the Allied Commissioners piles of shells and other military supplies which they have amassed.

In brief, the military spirit of Germany has not been modified by the results of the war.

This is in sharp conflict with the British view that Germany is "paralysed." Mr. Lloyd George is thinking of a distant future when he says Germany might again be "formidable." There has been plenty of time for further examination of the question since General Nissen made his report but we have not been told that any subsequent inquiry has led to a modification of his views. Possibly the French would agree that, for the moment, the idea that Germany seriously menaces the security of the Allies appears "fantastic," but their point remains that the German military arrangements make it possible for Germany to become again a very serious menace in a "very short space of time."

That the British public sympathise with the uneasiness of the French people regarding the position was made clear by the endorsement the recent French advance into Germany received in the British Press. It was recognised to be a disciplinary measure to secure the execution of the Treaty and at the same time a necessary precautionary measure in the interests of the French nation. It is "improbable that the French people will regard Germany's request for permission to double her standing army with the same calmness as Mr. Lloyd George. The real question, he said, is whether one hundred thousand men are sufficient to maintain order. He told his interviewers that all the Military Advisers, including Marshal Foch, at the time the Treaty was framed recommended that Germany should be permitted to maintain an army of 200,000.

Marshal Foch, however, proposed a conscript army of that size, but the proposal was rejected on the ground that it would give Germany two million trained men every ten years, which was too dangerous. Accordingly a long service voluntary army had been substituted, and Marshal Foch reduced the number to one hundred thousand."

Germany has not yet reduced her troops to the Peace Treaty limit. Her Government has officially admitted that the troops it at present retains exceed the force allowed by the Peace Treaty, by "a number of military formations," but it is pleaded that "further diminutions of these formations are at present unfeasible as the execution of police measures in thickly populated districts can best be carried out by small military groups."

Only a few weeks ago the inter-Allied Military Commission was pointing out to the Foreign Office in Berlin that the Reichswehr, which Germany had undertaken to disband by April 10th, was still on full mobilisation basis and was frequently engaged in military exercises. It is perhaps this representation, which has produced the German request to be allowed a military force of 300,000 instead of 100,000. There may be good reasons for such an application in the present disquieting state of Germany, but it is not a concession which any of the Allies will be too ready to grant, since any increase in German military strength must involve a corresponding increase in the Allied army to enforce the Treaty in its many other respects.

Six deaths from influenza occurred in the Colony during last week.

Mr. F. C. A. Barrett-Lennard, barrister-at-law, has been appointed a puisne judge of the Straits Settlements.

H.M.S. Colombo and a squadron of gunboats, including the *Moth*, *Mantis*, *Glowworm*, *Hollyhock*, and *Cicada*, are expected in Hongkong on or about May 15th.

Admiral C. H. Adair, who commanded H.M.S. *Alacrity* (now the steamship *Asia*, lying in Yau-mat) in the Squadron in the early nineties, died at Home on March 24th.

Mr. F. W. S. Evans, of Messrs. Caldwell Macgregor & Co., passed through Hongkong on the *Kisano Maru* with Mrs. Evans. Mr. Evans is taking charge of the firm's interests in Peking.

The Naval authorities notify for public information that a considerable quantity of Naval cordite will be burnt on Stonecutter's Island on Wednesday and Friday evenings next, 28th and 30th inst. respectively, commencing about 6 p.m.

Five cases (two deaths) of cerebro-spinal fever, four cases (three deaths) of small-pox, one case of diphtheria and one case of typhoid fever were reported in the Colony during last week. One case of small-pox and one case of enteric fever were reported on Sunday and Monday.

The Chartered Bank of India, Australia and China advise us that the following telegram has been received from the Bank's London Office:—"Shell Transport and Trading Co., Ltd., London, will issue new ordinary shares at par to ordinary shareholders next July proportion 1 in 2."

It is not generally known that the 2nd Battalion of the Wiltshire Regiment was stationed in Hongkong in 1860, and took part in the China War of that year. Amongst the Regiment's most valued trophies are some ancient Chinese vases which came into the possession of the Regiment in that war.

The latest mail brings news of the death at Grantown-on-Spey, N.B., of Mr. Alexander Moir, formerly of Hongkong. Mr. Moir came out originally as a member of the local police force, which he left to become Superintendent of the Sailors' Home, and subsequently he was for some years Manager of the Peak Hotel. He left the Colony about twelve years ago.

Rear-Admiral E. B. Kiddle, C.B., who was flag-captain to the Commander-in-Chief on the China Station in 1913, and who was decorated officer of the Legion of Honour for his services at the Battle of Jutland, has been appointed Rear-Admiral in the Second Battle Squadron, Atlantic Fleet, in succession to Rear-Admiral L. Clinton Blaker, C.B., C.B.E.

Engineer-Commander A. J. Butler has been appointed to the depot ship *Tamar*, Hongkong, for service as Assistant Engineer to the Chief Engineer at Hongkong Dockyard. Commander Butler joined up as an engine-room subaltern in 1902, and reached his present rank in July, 1918. He was engineer-commander of the destroyer *Lance* when the war broke out, and saw much service with that ship.

The death has occurred at Home of Sir Robert Morant, who was formerly tutor and guardian of the Crown Prince of Siam, (now the King) and was practically director of the educational policy of that country. To him a greatly belonged the credit of establishing the British Ministry of Health, of which he became Chief Permanent Secretary. He was formerly chairman of the National Health Insurance Commission and Permanent Secretary to the Board of Education.

A Royal Warrant announces that, as from April 1st, 1919, native officers and men of the Hongkong-Singapore Royal Garrison Artillery who were granted service pensions during the war, or are granted such pensions after February 2nd, 1920, will be paid the same rates as would be awarded in similar circumstances to Indian Army officers or soldiers of the same rank. On the other hand, the pension under the Pay Warrant of December, 1914, may be drawn if it is more favourable than the new rate.

In view of all the discussion that has been going on with regard to the condition of the tea market, we are inclined, says the *London and China Express*, to ask the question: "Where is China tea?" The brokers' circulars and other reports never seem to refer to it. Indian, Ceylon, and Java products are freely spoken of, but we look in vain for a word on the China article. Yet of late China tea has been coming into more prominence. It does seem a little curious, therefore, that it should seldom, if ever, be mentioned when the position and prospects of the tea are being so widely discussed.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

THE ROME TO TOKYO FLIGHT.

ALABAMA, April 26th.
An S.V.A. aeroplane engaged in the Rome to Tokyo flight, piloted by Captain Ranza, arrived to-day. It crashed to the ground on landing. The fuselage was broken in half. The aviator

RUHR CRISIS OVER: GREAT BRITAIN AND FRANCE AGREE.

ADRIATIC SETTLEMENT: Fiume TO BECOME BUFFER STATE.

MANDATES IN MESOPOTAMIA AND SYRIA FOR GREAT BRITAIN AND FRANCE.

MAGYARS MENACE SERBIA.

LATEST CABLES.

(THROUGH RUSSIA'S AGENCY.)

THE SAN REMO CONFERENCE ALLIES AGREE.

SAN REMO, April 28th.

The Conference considered the manifesto explaining the agreement between Mr. Lloyd George and M. Millerand. Satisfactory decisions have been reached on all points. The Italian Government approved the declaration.

According to the *Times*, the manifesto insists, *inter alia*, on the disarmament of Germany but allows an increase of police, while France disclaims Imperialistic and militant aims.

MARSHAL FOCH EXPLAINS FRENCH VIEW.

PARIS, April 28th.

A Havas message says:—Complete agreement on the terms of the reply to Germany's attempt to evade disarmament has been reached by the British and French Premiers.

Marshal Foch, on Friday night, dined with Mr. Lloyd George and Field Marshal Wilson and had a long informal chat. Marshal Foch put clearly before the British Premier the exact situation in France which is certainly neither military nor aggressive. He objected to Germany keeping a large standing army of long service men, for these would be merely cadres for possible German mobilisation in future. For the same reason he insisted on the literal carrying out of all the terms of disarmament. If Germany begins to flout the clauses they will have no authority in a few years to restrain German military developments.

M. Millerand, during a lengthy private talk with Mr. Lloyd George touched on all points of difference between the British and the French views and the way now seems fairly open to a solution of all the questions.

Great Britain has agreed to stiffen her attitude regarding disarmament. France seems to be willing to hold a meeting next month at Brussels with the Imperial German Chancellor at which the maximum and minimum figures of reparation may be put forward. The minimum figure may be 3,000,000,000 gold marks per year for 30 years.

In the Allied Premiers' statement regarding the agreement, France would reaffirm that she is not inspired by any desire to annex Rhineland. Britain will express loyalty to France and her unchanged intention to insist on disarmament and the reparation and economic clauses being enforced.

GERMAN TROOPS IN THE NEUTRAL ZONE.

BERLIN, April 28th.

A semi-official statement says there is no foundation for the report that the German Government intends to demand that the French evacuate the recently occupied towns. The German Government expects the French to keep their promise and evacuate the towns as soon as the number of German troops in the neutral zone does not exceed the figure allowed.

The statement adds that the withdrawal of German troops from the neutral zone has been carried out. The number of officers and men in the zone no longer exceeds the 17,700 allowed in the neutral zone, in accordance with the Supreme Council's decision.

ALLIES' REPARATION DEMAND.

LONDON, April 28th.

The *Daily Express* states that the Allies are demanding a lump sum as reparation from Germany of 52,000,000,000 marks. France has been pressing for a higher figure. The amount will be definitely settled by a Conference at Brussels at which the German Chancellor will be present.

MANDATES FROM THE CONFERENCE.

SAN REMO, April 28th.

The Conference has entrusted Britain with the mandates for Mesopotamia and Palestine, and France with the Syrian mandate.

The Conference is communicating with President Wilson regarding the boundaries of Armenia requesting him to arbitrate owing to difference of opinion in the Conference, which is expected to terminate on April 28th.

It is understood that Turkish suzerainty over Smyrna will be indicated by the fact that the population will not be entitled to send delegates to the Greek Parliament, but at the end of five years, a local Smyrna Parliament will have the right of voting in favour of a union with Greece. In such an event, the suzerainty will cease. Turkish sovereignty in Europe will be confined to the area within the Chatalja lines.

FUTURE OF PALESTINE.

LONDON, April 28th.

The Conference has decided on the incorporation of the Balfour declaration in the Peace Treaty with Turkey, providing that Palestine should become the national home of the Jews, subject to the rights of the Arabs and Jewish nationals in other countries.

THE ADRIATIC SETTLEMENT. It is understood that the Adriatic question will be settled on the basis that Fiume, with the district of Valusia and the Island of Cherso, will form a buffer independent State, the constitution of which has not yet been completely drafted.

They will be no territorial continuity between this State and Italian territory. Italy relinquishes her claims on Dalmatia, but Zara will become a free city with its own diplomatic representation.

Italy will have a mandate over the whole of Albania.

USELESS TO DISCUSS REVISION OF THE PEACE TREATY.

SAN REMO, April 28th.

Signor Nitti, receiving a number of journalists, said that since the war is over, it is absolutely necessary, if Europe is to be saved, to place Germany and Russia in a position to reconstitute themselves. Italy is very anxious to resume commercial relations with those countries. The Allies must convince Russia that they have no ill-feeling, but Russia must guarantee not to interfere in their internal affairs when relations are resumed, and the workers are able to see that the Bolshevik conditions in no way resemble El Dorado.

Signor Nitti added that it was useless to discuss the revision of the Peace Treaty, because Germany was responsible for the war, but the Treaty must honestly be applied. The Allies must enable Germany to work, for a collapse would mean the collapse of the whole of Europe. What we had defeated was German Imperialism. Germany must disarm.

FRANCO-BRITISH AGREEMENT.

SAN REMO, April 28th.

Mr. Lloyd George has announced that as the result of a conference with M. Millerand a joint declaration will be prepared announcing Franco-British agreement to enforce the disarmament clauses of the Treaty and disavowing the idea of France occupying the right bank of the Rhine and the Ruhr coalfields.

AMERICAN AMBASSADOR ARRIVES.

SAN REMO, April 28th.

It is officially announced that the American Embassy from Paris arrived at San Remo this afternoon, with instructions from Washington, whereupon the American Ambassador at Rome immediately proceeded to the Villa de Vachan to attend the Conference.

LONDON, April 28th. In the House of Commons, replying to Lt.-Col. Sir Frederick Hall, Mr. Bonar Law stated that the Supreme Council was considering the question of Germany's execution of the terms of the Peace Treaty in regard to the surrender or destruction of aircraft material. The Government intended to have the Treaty carried out. He also stated that the Government did not propose to make any amendments of the Peace Treaty towards the Allies.

LATEST CABLES.

MAGYARS ON THE MOVE. MENACE ON SERBIA'S FRONTIERS.

BEGRAD, April 28th.

A semi-official statement says that an enquiry into an attempt at a Magyar revolt at Subotica in the ex-Hungarian district Torenza on April 19th shows that the Hungarian Government connived at this movement which was connected with the order published at Budapest on April 15th calling up all men, between 18 and 45 years of age, liable to mobilisation. Ten thousand Magyar troops are concentrated on the Serbian frontier.

Serbia has protested to the Peace Conference against this concentration. It is stated that Serbia will be obliged to increase her armed forces in order to be able to deal with any attack.

UNREST IN IRELAND.

LONDON, April 28th.

Three policemen were ambushed near Upton in County Cork. Two were killed but the third was uninjured and returned to the barracks. The murderers escaped.

THE GOVERNMENT'S POLICY.

LONDON, April 28th.

In the House of Commons, at question time, Mr. Bonar Law stated that the Government's Irish policy continued to be to protect the lives and property of law-abiding citizens. (Cheers.) All the steps necessary toward this end would be taken. The suggestion that Lord French had been invited to resign was unfounded.

INTERNED MEN WILL NOT BE TRIED.

Mr. E. Shortt stated that out of 179 interned Irish prisoners at Wormwood Scrubbs, 174 were refusing food. The policy of giving special ameliorative conditions to such men would always be followed in England. No demand for an improvement in the conditions had been made. None of these men had been tried. The Government did not propose to try them because the fear of being murdered prevented truthful evidence being given in Ireland even on the most atrocious crimes. They had been interned under the order of the Irish Government. They had been told that they were being arrested on suspicion, and if they chose they could bring cases before a Judicial Tribunal.

SINN FEIN PRISONERS RELEASED.

LONDON, April 28th.

Five thousand Sinn Fein men assembled at Wormwood Scrubbs and cheered the Sinn Fein prisoners who waved Republican flags from the windows and lighted flares within the prison, while a priest in the crowd recited the Rosary. The crowd paraded with the prisoners, exchanging news, after which the demonstrators dispersed. The Police did not interfere.

IN WORMWOOD SCRUBBS PRISON.

LONDON, April 28th.

One hundred and fifty Irish prisoners at Wormwood Scrubbs are hunger-striking since April 21st.

Excepting a few exempted on account of their physical condition, many are nearly collapsing. The strikers are determined to fast until they are released or succumb.

ONE STRIKER WHO COLLAPSED WAS RELEASED.

SHELL COMPANY. GOVERNMENT PROPOSES TO TAKE OVER CONCERN.

LONDON, April 28th.

The *Daily Mail* states that the Shell Company and the Government are negotiating with a view to the Government taking over the control of the concern, owing to the increasing demand and limited supplies of oil.

THE ARMENIAN REPUBLIC. RECOGNISED BY THE U.S.A.

WASHINGTON, April 28th.

The United States has formally recognised the independence of the Republic of Armenia.

THE CONTROL OF WOOL. NOT TO BE RE-IMPOSED.

LONDON, April 28th.

In the House of Commons, it was announced that it was not proposed to re-impose the control of wool.

LATEST CABLES.

THE PRINCE OF WALES. CORDIAL WELCOME IN AUCKLAND.

AUCKLAND, April 28th.

On a lovely morning it was a wonderful sight as H.M.S. *Renown* was escorted into the harbour by boats and yachts filled with cheering sight-seers. Salutes were fired, and every wharf was festooned and crowded with people delirious with joy.

The Governor-General and the Premier and other members of the Government welcomed His Royal Highness the Prince of Wales at the landing stage.

The Prince of Wales passed in the procession through miles of decorated streets which were crowded with cheering people. He received an ovation at the Town Hall where four thousand people had assembled, and the address of the Municipality was presented which was most cordial in its tone.

An address of welcome was read by the Premier at Government House which emphasised the importance of the visit, testifying to the King's interest in the most distant possession of the Empire, and referred to the Prince's part in the war. It declared that the personal regard for the Sovereign, and the royal family, and the sense of the value of the King to the Empire was never greater than at present and expressed confidence in the fact that the visit will prove of advantage to the Empire.

The Prince of Wales, replying, said he did not feel a stranger in a strange land but at home among his own kith and kin. He recalled the fact that he had served with the New Zealanders in the war which had made all the nations of the Empire doubly and trebly kin. He had seen the Ministers of New Zealand taking their place as representatives of a nation in framing and signing peace. He shared their pride in the achievement which showed that this young nation had nobly won its spurs. He felt as deeply as they with the brave men and women who had sacrificed life, health or happiness for the victory. He was deeply touched by the expression of devotion to the King. He was more than grateful for the much too generous things said about himself. The visit, the Prince of Wales said, will be one of keen pleasure and will be a great experience. He looked forward to meeting old friends and making new ones throughout the Dominion. He expressed thanks for the warm and generous welcome.

AUCKLAND, April 28th.

The Prince proceeds southwards on April 27th on board a train entirely manufactured in New Zealand. He meets the Maoris at Rotorua.

VAGARIES OF EXCHANGE. SINGLE PERMANENT BASIS NEEDED.

LONDON, April 28th.

In the House of Commons, replying to Mr. Cockerill as regards East African currency, Colonel Amery regretted the absence of a single permanent basis of exchange within the Empire which would immensely help inter-imperial trade. He had investigated the question and hoped that it would be possible to secure such a growth of interest in the subject throughout the Empire as would finally lead to practical results. He pointed out that the incoherence of exchange had had the most serious results, as for example, the rise of the Indian rupee had affected not only East Africa, but the other Colonies. In Colonies, like the Straits Settlements, which was on a sterling basis, it had enormously increased the cost of living. He mentioned that the cost of the Imperial grant-in-aid to Somaliland had increased by £30,000 owing to the rise of the Indian rupee.

COMMUNICATION WITH MARS WAVE LENGTH OF 300,000 METRES.

LONDON, April 28th.

The *Times* correspondent at New York says that scientists have endeavoured to catch a message from Mars through the wireless at Omaha.

Last night was chosen because Mars was then closer to the earth than she will be for several years. Dr. Millner, dramatically describing the experiences, stated that with the first wave length of 15,000 and 18,000 metres, they heard everything going on in the world. Then they hitched up the wave length to 300,000 metres, beyond anything taking place on the earth, but there was a deathly silence.

IMPORTED MUTTON DECONTROLLED.

LONDON, April 28th.

Control has been removed on imported mutton.

LATEST CABLES.

CONGRESS ON TRIAL. MR. GOMPERS' INDICTMENT.

WASHINGTON, April 28th.

Mr. Gompers, writing in the *American Federationist*, declares that Congress has failed the nation in regard to the Peace Treaty, reconstruction, dearth of living and every other important question affecting the welfare of the people. American cannot always play the part of a peevish child in international relations. The affairs of the world are the concern of the United States, though there may be a proper limit to which this concern may go. He alleges that Congressional Committees investigating America's relations with Mexico intended to make a provocative war, prompted by "predatory interests."

OVERALL PARADE THOUSANDS THROUGH BROADWAY.

NEW YORK, April 28th.

Thousands turned out to witness the Overall Parade in Broadway this morning, but only a few hundred participated. Many participants were connected with the various theatrical enterprises. Chorus girls in automobiles followed three elephants wearing enormous overalls. A group of girls wearing blue Denham trousers carried signs reading: "For Economy: The Dress of the Hour."

A feature of the procession was half a dozen camels bearing signs "Fight Prohibition."

FOOD FOR GERMANY. CHICAGO PACKERS' DEAL.

CHICAGO, April 28th.

The meat packers announce that the sale of \$45,000,000 worth of provisions, mostly pork products, to Germany has been completed.

NEW YORK TO SAN FRANCISCO. PRESIDENT SIGNS NEW BILL.

WASHINGTON, April 28th.

President Wilson has signed the Post Office Bill carrying appropriation for the Trans-Continent Air Mail route from New York, via Chicago, to San Francisco.

THE OLYMPIC GAMES. ICE HOCKEY RESULT.

ANTWERP, April 28th.

In the Olympic games, America beat Switzerland in Ice Hockey by 20/0.

EARLIER CABLES.

ANTWERP, April 28th.

The Olympic Games opened to-day with an ice hockey match, in which Sweden beat Belgium by 8 goals to nil.

FREIGHT RATES AT HOME ENQUIRY INTO SHIP-OWNERS' PROFITS.

LONDON, April 28th.

In the House of Commons, Mr. W. Lunn suggested that in view of the recent increase in freight, an inquiry be held into the profits of shipowners and also as to whether there was any justification for the increase in freights at present.

Sir Robert Horne promised to bring the suggestion to the notice of the Central Committee.

SHIPPING FREIGHTS FROM AMERICA. UNIFORM RATE TO BE ADOPTED.

NEW YORK, April 28th.

A telegram says that after a two days conference, the Shipping Board and the foreign Steamship Companies have agreed to establish uniform freights from all American ports, and eliminate competition.

Representatives of American, British and Japanese Companies met on May 3rd to determine the rates from America to the Far East.

AN ANTI-DUMPING BILL. TO BE INTRODUCED THIS SESSION.

LONDON, April 28th.

In the House of Commons, replying to Captain Wedgwood Benn, Mr. Bonar Law stated that Government would introduce an Anti-Dumping Bill this session.

THE BRITISH LABOUR PARTY. A FOREIGN POLICY NEEDED.

LONDON, April 28th.

Presiding at a conference of Labour delegates convened by the Union of Democratic Control, Mr. Ramsay MacDonald deplored Labour passivity with regard to foreign affairs. If Labour is going to govern, it must have its own foreign policy and must unite with the workers of other countries to secure world peace.

LATEST CABLES.

FRENCH RAILWAYMEN. DECLARE FOR GENERAL STRIKE.

PARIS, April 28th.

The Congress of Railwaymen's Federation has voted by 171,000 to 147,000 in favour of a general strike. The demands include the nationalisation of the railways.

PROHIBITION IN AMERICA.

ATLANTA, April 28th.

The State Legislature has passed a Bill permitting the manufacture and sale of beer containing 2.75 per cent. alcoholic strength, instead of 1.50 per cent. as prescribed by the Federal Law.

RIOTOUS "DEBATES" IN NEW YORK LEGISLATURE.

LONDON, April 28th.

The *Times* correspondent at New York says that the New York Legislature has adopted, after "riotous" debates, Bills legalising the sale in hotels, restaurants and clubs, of beer containing three-and-a-half per cent. of alcohol.

The application of the measure is contingent upon the decision of the Federal Supreme Court with reference to the constitutionality of prohibition and the enforcement of the Bill which deprives States of the right to determine what amount of alcoholic content constitutes an intoxicant.

INDIAN TRADE RETURNS. BIG INCREASES OVER LAST YEAR.

BOMBAY, April 28th.

Indian imports during March were valued at 24 crores of rupees, an increase of nine crores compared with March of last year.

The exports totalled 32 crores, an increase of nine crores. The year's figures in crores of rupees were:—Imports, 298; an increase of 38 over 1918-19. Exports, 327, an increase of 73. Both totals are records.

GERMAN BATTLESHIPS SURRENDER.

ARRIVAL AT FIRTH OF FORTH.

LONDON, April 28th.

Replacing the *Scapa Flow* sinkings, two more modern German battleships, the *Posen* and the *Oltendburg*, have arrived at the Firth of Forth.

THE BOLSHEVIK ARMISTICE DISCUSSION IN MOSCOW.

CONSTANTINOPLE, April 28th.

General Keyes, of the British Army, who has been conferring with General Wrangel at Sebastopol, has left the Crimea for London. It is reported that General Keyes is going to Moscow in order to discuss the Armistice.

M. CAILLAUX RELEASED. NO INCIDENTS.

PARIS, April 28th.

M. Caillaux was released this afternoon. There were no incidents.

OBITUARY.

THE REV. STEPHEN GLADSTONE.

LONDON, April 28th.

The death is announced of the Rev. Stephen Edward Gladstone, second son of the late Right Hon. W. E. Gladstone.

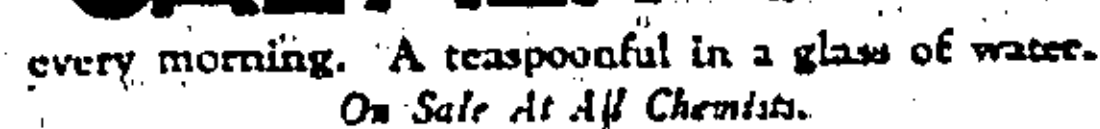
WOODEN SHIPS AS WARE- HOUSES.

SHIPPING CONGESTION IN YOKO- HAMA REVIVES DEMAND.

The congestion of shipping in Yokohama has revived the scheme of using the wooden ships built during the war as warehouses to store the immense amount of cargo which is now occupying valuable space in lighters. Application has been made to the authorities for permission to anchor several of these ships off Koyasu-machi, near Kanagawa.

For a time Tokyo warehouses were used to take care of the overflow from Yokohama but these are now full and it now takes a month for a lighter to make the trip to Tokyo, discharge its cargo and return.

The *skorodors* strike is gradually dying out, and although many of the experienced men are still idle, their places are being easily filled with new men. It is believed that from now on there will be little difficulty in securing sufficient labour to discharge the freight that comes to the port. A new difficulty is causing much concern to shipping men in the form of tight money. The recent financial troubles have made the banks cautious about lending money and a large amount of merchandise bought with the expectation of a rise in price is tied up for payment and the consignees are unable to secure the money.



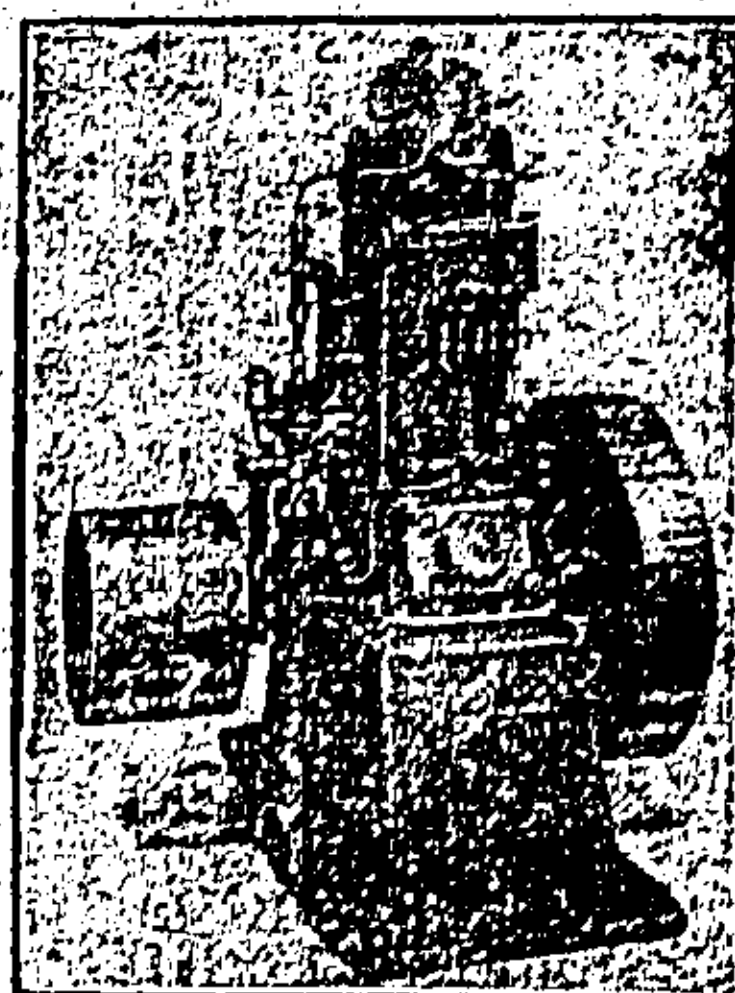
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THURSDAY, April 29th: The greatest play produced during the last decade. The play that
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"FRIENDLY ENEMIES."

FRIDAY, April 30th: The most compelling play ever penned by the master-mind of the
playwright.
"THE ACQUITTAL."

SATURDAY, May 1st: The Farce of Forces, one continual scream.
"NIGHTIE NIGHT."

MONDAY, May 3rd—The Big Play
"THE WOMAN IN ROOM 13."

TUESDAY, May 4th—At the request of many
"UP IN MABEL'S ROOM."

WEDNESDAY, May 5th—The Brilliant Sparkling and Piquant Farce Comedy
"BABY MINE."

The Box Plans for the above Three Plays will open at Mournie's on Thursday
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Arrangements have been made whereby Trams will run to the Peak after the
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WAR-FORTUNES.

MR. CHAMBERLAIN'S PROTEST AGAINST INNUENDOS.

In the House of Commons recently Mr. W. Thorne (Lab., Plaistow) asked the Prime Minister if he was aware that the chairman of the Income-Tax Commissioners stated before the Committee on Taxation of War Wealth that one man during the war had increased his capital of £1,000,000 six times and over; another had £3,000,000, and now had five or six times that again; and an alien who had £10,000 now had £300,000, and if he would take action in the matter.

Mr. A. Chamberlain (who replied) said the hon. member was under a misapprehension. He thought the hon. member was referring to a statement made by Lord Colwyn in a private capacity at a general meeting of the Manchester Chamber of Commerce.

Mr. Thorne asked whether the facts as stated in the question were correct. Mr. Chamberlain: Lord Colwyn in a speech which he made in his private capacity said he could not vouch for the facts themselves, but he had been given them on high authority. If they are true, and in so far as they are true, I suppose we should all of us feel that such greatly increased wealth is proper subject for taxation; but whether such taxation can be levied or how it can be levied is a very difficult matter, which is now engaging the attention of a Select Committee of the House.

Mr. J. Jones (Lab., Silvertown): Will the right hon. gentleman inform us when members and supporters of the Government are telling the truth? (Cries of "Order!")

Mr. Chamberlain: I do not understand the hon. member's very offensive innuendo. (Cheers.) Members of the Government attempt to treat the House with courtesy, but it is very difficult to do so if members make such statements. (Renewed cheers.) Mr. Houston (C.U., West, Tenth): Has the right hon. gentleman information as to whether Lord Colwyn made this speech after dinner or before dinner? (Laughter.)

Mr. Chamberlain: I am informed that Lord Colwyn is a teetotaler. (Laughter and cheers.) I had to make a protest a moment ago against stating Ministers with discount, and I venture to make a protest of equal warmth against gross discourtesy of that kind to a gentleman who has just rendered great public service as chairman of the Royal Commission, and who has done most valuable public work. (Cheers.)

OFFICE ACCOMMODATION IN LONDON.

CHANGES FOLLOWING THE WAR.

Messrs. Kelly's Directories, Ltd., in a circular announcing the issue of the Post Office London Directory for 1920 remark that the peculiar feature of the present edition lies in the fact that it shows that it has proved necessary to make 220,000 corrections and additions to the book as against about 170,000 in the previous edition. "As a matter of fact," it goes on to say, "the number of new additional names has proved quite abnormal, which is, of course, due to the fact that whereas little more than a year ago the number of offices in the City which were without tenants seemed to be almost endless, the difficulty now for many months past has been to find any office or any part of one unlet."

A London correspondent, who sends us the circular, writes:—

This circular is interesting as showing the great change that has taken place in this city of ours. Offices and shops are now almost unobtainable, and, generally, a heavy premium is demanded of the new tenant. There are two important facts to bear in mind. Before the war, office accommodation was easily obtainable, and the proportion of the foreign element, especially German, was by no means small. At the present moment that element is insignificant, and when they try to return, as they undoubtedly will, there will be no available accommodation for them. A premium of £500 for a shop is considered almost a modest sum—none of this is returnable—and the rents have advanced from 50 per cent. to 100 per cent. One result of this unheard of prosperity in the property market will be the sweeping away of the few London slums which remain.

PANAMA CANAL DUES.

The New York correspondent of the London Daily Telegraph writes:—

American shipping interests are reviving their efforts to obtain freedom from tolls for American ships passing through the Panama Canal, and in order to strengthen their arguments they accuse the British Government of returning to British ship-owners the tolls paid for the passage. Senator Fletcher insists that the British Government had consented to accept the proposal that the Panama Canal was purely an American institution and that American coasting vessels at least were entitled to pass through the waterway without payment. The repeal of the Free Tolls for American Ships Act was brought about as a result of representations from Canada to President Wilson, who urged upon Congress the view that such preferential treatment was at variance with the provisions of the Hay-Pauncefote Treaty. Experts are now endeavouring to ascertain the exact extent of the alleged rebating practice of which British ships are said to be the beneficiaries in the hope of unearthing evidence sufficiently conclusive to persuade Congress to change its mind.

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SHANGHAI-SWATOW ... "KWONGSANG" Thurs. 29th Apr. D'light
MANILA ... "LOONGSANG" Fri. 30th Apr. 3 p.m.
SHANGHAI ... "HANGSANG" Sat. 1st May, D'light
HONGKONG ... "CHEONGSHING" Sat. 1st May, D'light
SANDAKAN ... "HINSANG" Sat. 1st May, Noon
SHANGHAI ... "LOKSANG" Sun. 2nd May, D'light
HAIPHONG via HOIHOW ... "TAKSANG" Tues. 4th May, 8 a.m.
STRAITS & CALCUTTA ... "YATSHING" Wed. 5th May, 3 p.m.
SANDAKAN ... "CHUNTSANG" Thurs. 6th May, Noon
Kobe ... "LAISANG" Mon. 10th May, 5 p.m.

CALCUTTA LINE—This line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Lights and Fans and carry a fully-qualified Surgeon.

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HOMEWARDS.

Vessel ... Leaves Hongkong ... Discharges
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"PROFESSOR" ... 29th May ... LONDON.
"GLENADE" ... 29th May ... GENOA, LONDON & ANTWERP.

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For HAVANA & NEW YORK via Panama Canal.

S.S. "LUCERIO" April 29th.

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UNITED KINGDOM AND CONTINENT.

LONDON & ROTTERDAM... "KAZEMBE" ... 20th May.

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 SHANGHAI... "SINKIANG" ... On 29th April, Noon.
 SHANGHAI... "HUNAN" ... On 29th April, Noon.
 SHANGHAI & NEWCHOW... "TIENSIN" ... On 29th April, 4 P.M.
 TIENSIN... "KUEICHOW" ... On 1st May, Noon.
 SHANGHAI AND TSINGTAO... "YINGCHOW" ... On 1st May, 4 P.M.
 HAIPHONG... "KAIFONG" ... On 2nd May, 10 A.M.
 SWATOW AND BANGKOK... "CHUSAN" ... On 4th May, 10 A.M.
 MANILA, CEBU & ILOILO... "TAKING" ... On 4th May, 4 P.M.
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"NOVARA"	7,000	22nd May	Marseilles, London & Antwerp.

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"MUTTRA"	4,700	14th May	Straits, Rangoon & Calcutta.
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"EASTERN"	4,000	18th May	Sydney, Melbourne.

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PERSIA MARU	8,000	July 3rd.

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	"PORTHOS" 10,000	On or about 15th May.
	"AMAZONE" 10,000	On or about 6th June.

SHANGHAI (Only) ...
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"TACOMA MARU" ... Middle of July.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"SIAM MARU" ... Tuesday, 11th May.

"LUZON MARU" ... Saturday, 15th May.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service.

"SEISEN MARU" ... Sunday, 2nd May.

SYDNEY, MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"MITSUKI MARU" ... Monday, 7th June.

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